UNITED STATES DEPARTMENT OF THE INTERIOR MINERALS MANAGEMENT SERVICE GULF OF MEXICO REGION

ACCIDENT INVESTIGATION REPORT

L.	OCCURRED	
	DATE:	STRUCTURAL DAMAGE
	30-MAR-2007 TIME: 0900 HOURS	CRANE
		OTHER LIFTING DEVICE
2.	OPERATOR: Energy Partners, Ltd.	DAMAGED/DISABLED SAFETY SYS.
	REPRESENTATIVE: Tim Westerman	INCIDENT >\$25K
	TELEPHONE: (504) 799-4881	H2S/15MIN./20PPM
	CONTRACTOR: Superior Energy Services, Inc.	REQUIRED MUSTER
	REPRESENTATIVE: Pat Wilson	SHUTDOWN FROM GAS RELEASE
	TELEPHONE: (337) 233-5933	X OTHER Rough sea conditions
3.	OPERATOR/CONTRACTOR REPRESENTATIVE/SUPERVISOR ON SITE AT TIME OF INCIDENT:	6. OPERATION:
		☐ PRODUCTION
		DRILLING
1.	LEASE: G24954	WORKOVER
	AREA: ST LATITUDE:	COMPLETION
	BLOCK: 41 LONGITUDE:	HELICOPTER
		X MOTOR VESSEL
5.	PLATFORM: B	PIPELINE SEGMENT NO.
	RIG NAME:	☐ OTHER
	_	o grugo
5.	ACTIVITY: EXPLORATION (POE)	8. CAUSE:
	X DEVELOPMENT/PRODUCTION	☐ EQUIPMENT FAILURE
7	(DOCD/POD) TYPE:	X HUMAN ERROR
<i>'</i> •	TIPE:	EXTERNAL DAMAGE
	HISTORIC INJURY	SLIP/TRIP/FALL
	REQUIRED EVACUATION 1	X WEATHER RELATED
	LTA (1-3 days)	LEAK
	LTA (>3 days	UPSET H2O TREATING
	RW/JT (1-3 days)	OVERBOARD DRILLING FLUID
	$\overline{\mathbf{x}}$ RW/JT (>3 days) 1	OTHER
	Other Injury	9. WATER DEPTH: 70 FT.
	☐ FATALITY	J. WATER DEFIII. /U II.
	POLLUTION	10. DISTANCE FROM SHORE: 15 MI.
	FIRE	10. DISTANCE FROM SHORE: 15 MI.
	EXPLOSION	
	LNC THEORE PLOUDING	11. WIND DIRECTION: SE
	LWC HISTORIC BLOWOUT	SPEED: 15 M.P.H.
	UNDERGROUND	
	SURFACE	12. CURRENT DIRECTION: WSW
	DEVERTER	SPEED: 3 M.P.H.
	SURFACE EQUIPMENT FAILURE OR PROCEDURES	
	COLLISION HISTORIC >\$25K <-\$25K	13. SEA STATE: 3 FT.

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17. INVESTIGATION FINDINGS:

The boat captain of the Motor Vessel Ms. Melanie had to fight the ocean currents in order to position the boat to offload personnel and equipment to the Lift Boat Ram II. The lift boat crane operator lowered the personnel basket onto the back deck of the boat where the diver and deck hand loaded the basket with equipment. The boat drifted away from the crane while personnel loaded the basket causing the personnel basket to be off-centered from crane boom. The crane operator attempted to lift the off-centered basket to retrieve it, when the diver jumped on the basket. The basket struck the back deck of the boat while the diver remained on the basket. The diver's left leg hit the back handrail on the motor vessel. The diver jumped from the basket onto the rear deck of the boat and hit his right shoulder and arm on the deck. The diver was sent in for medical attention, where X-rays determined that he had a hairline fracture requiring that his arm be placed in a soft cast. The diver returned to work in Superior's shop on restricted work duty.

18. LIST THE PROBABLE CAUSE(S) OF ACCIDENT:

The sea conditions were rough and the boat captain should have cancelled the lift. Also, the diver should not have jumped on the basket. He should have allowed the cargo to be transported first or should have put the equipment in a cargo basket instead.

19. LIST THE CONTRIBUTING CAUSE(S) OF ACCIDENT:

The boat drifted away from the crane causing an unsafe angle to make the lift. 20. LIST THE ADDITIONAL INFORMATION:

N/A

21. PROPERTY DAMAGED:

NATURE OF DAMAGE:

None

N/A

ESTIMATED AMOUNT (TOTAL):

\$

22. RECOMMENDATIONS TO PREVENT RECURRANCE NARRATIVE:

Due to the specific nature of this incident, the Houma District has no recommendations to report to the Regional Office of Safety Management.

- 23. POSSIBLE OCS VIOLATIONS RELATED TO ACCIDENT: NO
- 24. SPECIFY VIOLATIONS DIRECTLY OR INDIRECTLY CONTRIBUTING. NARRATIVE:

None

25. DATE OF ONSITE INVESTIGATION:

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26. ONSITE TEAM MEMBERS:

Amy Wilson /

29. ACCIDENT INVESTIGATION PANEL FORMED:

30. DISTRICT SUPERVISOR: OCS REPORT: Michael J. Saucier

APPROVED DATE: 29-MAY-2007

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INJURY/FATALITY/WITNESS ATTACHMENT

OPERATOR REPRESENTATIVE	x INJURY	
X CONTRACTOR REPRESENTATIVE	FATALITY	
OTHER	WITNESS	
NAME:		
HOME ADDRESS:		
CITY:	STATE:	
WORK PHONE:	TOTAL OFFSHORE EXPERIENCE:	YEARS
EMPLOYED BY:		
BUSINESS ADDRESS:		
CITY:	STATE:	

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